State Route 136
Transportation Concept Report

Caltrans District 9
Office of System Planning
June 2009

STATE ROUTE 136

TRANSPORTATION CONCEPT REPORT

PREPARED
BY
CALTRANS
DISTRICT 9
OFFICE OF SYSTEM PLANNING

JUNE 2009

Additional Information

For additional information regarding the Transportation Concept Report for State Route 136, please contact:

California Department of Transportation
Office of System Planning
500 South Main Street
Bishop, California 93514
760-872-0691
or
http://www.dot.ca.gov/dist9

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REPORT SIGNATURE SHEET

APPROVAL RECOMMENDED:

BRAD METTAM
Deputy District Director
Planning and Programming

6/11/09
DATE

for CRAIG HOLSTE
Deputy District Director
Maintenance and Operations

6/17/09
DATE

BRYAN WINZENREAD
Deputy District Director
Program/Project Management and
Local Assistance

6/17/09
DATE

APPROVED BY:

THOMAS P. HALLENBECK
District 9 Director

6/30/09
DATE

Approval for Transportation Concept Report State Route 136

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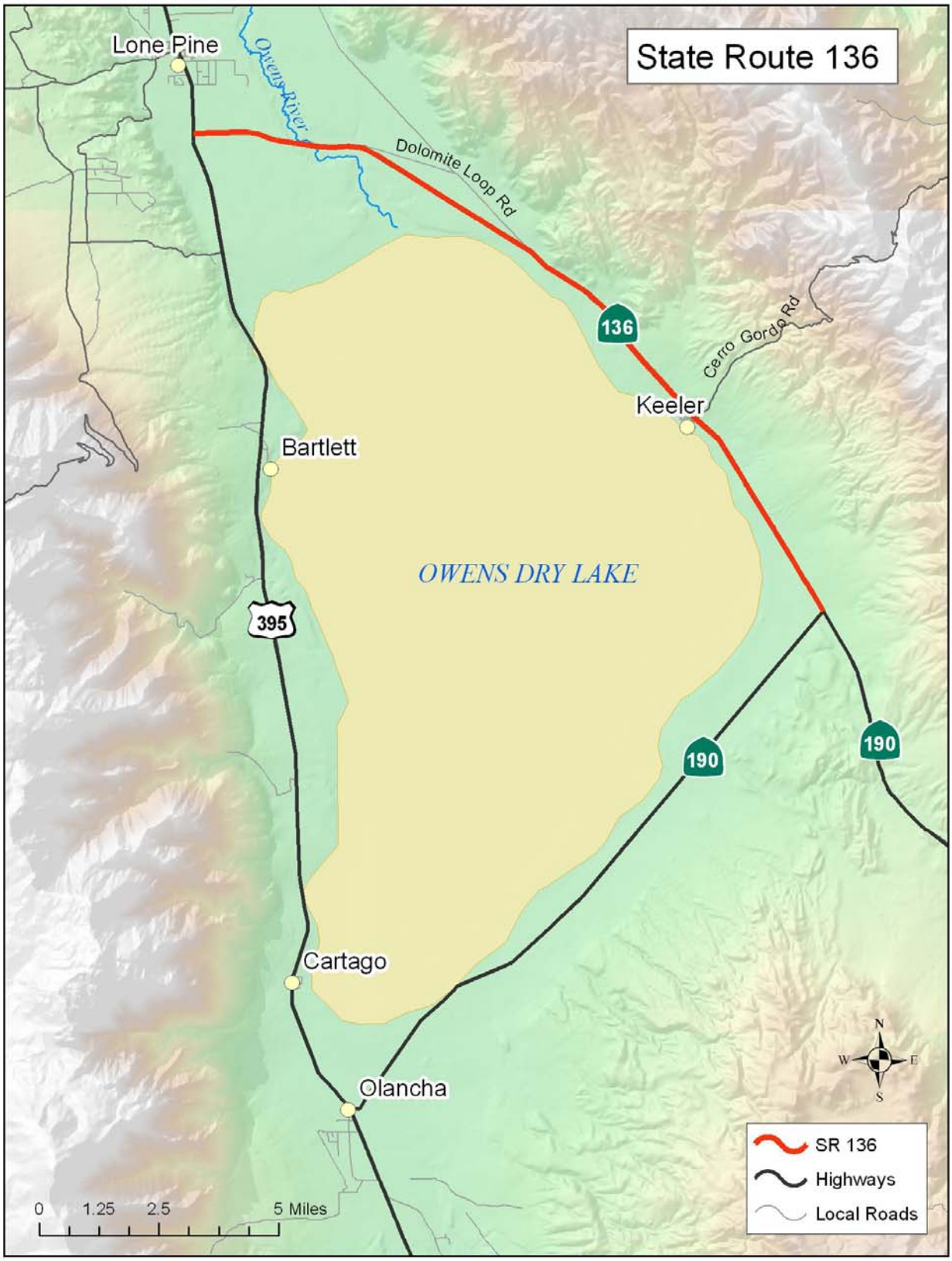
State Route 136
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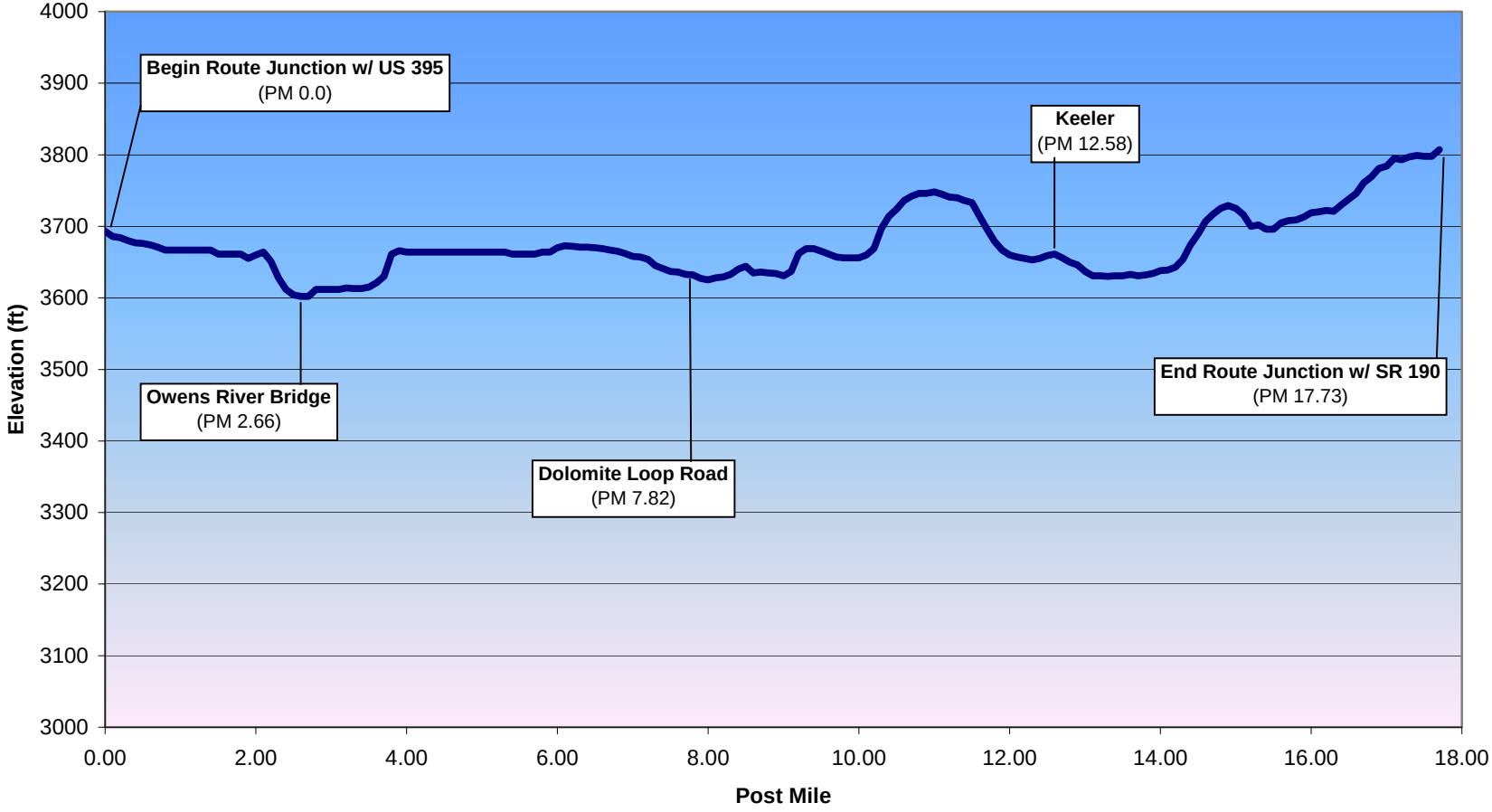


STATE ROUTE 136
TRANSPORTATION CONCEPT REPORT

INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a 20-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goals for the development of the route, and broadly presents concepts for highway improvements that may be used to reach those goals. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

All information in this TCR is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning, environmental analysis, and design.

Level of Service (LOS) is established through travel forecasting data analysis, using regional models where available. The calculations to determine LOS are based on the year 2000 Highway Capacity Manual (HCM). The 2000 HCM includes substantial changes to capacity calculations compared to past editions of the HCM. As a result, LOS calculations may differ from former reports or studies that are based on earlier editions.

ROUTE CONCEPT AND CONCEPT FACILITY

A Route Concept is comprised of a Concept Level of Service (LOS) and a description of the Concept Facility. The description of a facility reflects its number of travel lanes and degree of access onto the highway by local streets and driveways. The Concept Facility will establish the amount of vehicle-carrying capacity necessary to achieve the Concept LOS with forecasted traffic volumes. Concept LOS reflects the acceptable level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans will emphasize continued rehabilitation and operational improvements on State Route 136 (SR 136) due to its value as an alternate route with SR 190 in the event of emergency closures on US 395.

THE ULTIMATE TRANSPORTATION CORRIDOR

Beyond the 20-year planning period, this TCR recommends relinquishing the 14.7-mile segment of SR 190 (PM 9.85-24.55) to Inyo County from its junction at US 395 to its intersection at SR 136. SR 136 could then be re-designated as SR 190. Re-designating SR 136 concentrates limited transportation funds for maintenance and operation of connectors to and from the US 395 corridor. Connecting US 395 from its junction at SR 136 as SR 190 reduces redundant state routes and driver confusion.

ROUTE SYNOPSIS

State Route (SR) 136 begins at its US 395 junction, near Lone Pine in Inyo County, and runs in a southeasterly direction for 17.73 miles to its terminus at SR 190. The Owens River Bridge (#48-02) at INY PM 2.6 was constructed in 1986 with a 40-foot traveled way. The elevation of SR 136 varies between 3,600 and 3,750 feet (see pg 2). This two-lane conventional highway is primarily a gateway to/from the US 395 recreational corridor for tourists visiting Mt. Whitney, Death Valley National Park (DVNP), and areas in the Eastern Sierra.

The highway provides access to the Eastern Sierra Interagency Visitor Center, the Owens River, and the communities of Dolomite, Swansea, and Keeler. Light commercial traffic, mining operations traffic, and rural goods movement share SR 136 with recreational travelers and local residents. Along SR 136 dust control mitigation projects in the Owens Dry Lake area are being implemented by the Los Angeles Department of Water and Power under the Great Basin Air Pollution Control District to meet the 2008 PM-10 State Implementation Plan. This TCR covers SR 136 as two segments.

PURPOSE OF STATE ROUTE 136

The route links DVNP and western Nevada to US 395, the primary corridor in District 9. US 395 is part of a major interregional transportation system connecting four states and is currently being improved to a 4-lane facility in Inyo County. If US 395 is closed (INY PM 34.7–55.8), SR 136 functions in concert with SR 190 as an easterly loop around this segment of US 395. The highway provides access for mining and ongoing dust mitigation projects in the Owens Dry Lake, and local circulation from the communities of Keeler and Darwin. The functional classification, description, facility type, right of way width and rights, purpose, designation, and truck networks for the route are as follows:

Segment County Post -Mile	Functional Class	Description	Present Facility	R/W Width & Rights	Route Purpose	Facility Designation	National Truck Network	See Page #
1 Inyo 0.00 - 7.9	Minor Arterial	Junction at US 395 at Lone Pine to Dolomite Loop Rd (East)	2-C	100 ft easement, fee	Local, Recreational, Alternate route to US 395	N/A	California Legal Network KPRA-40 ft & 65 ft Overall	9
2 Inyo 7.9 – 17.73	Minor Arterial	Dolomite Loop Rd (East) to junction and terminus at SR 190	2-C	100 ft easement, fee	Local, recreational, Alternate route to US 395	N/A	California Legal Network KPRA-40 ft & 65 ft Overall	11

*FOR ACRONYMS USED IN THIS TABLE: See Page 14

ROUTE HISTORY

The mining town of Cerro Gordo declined circa 1883

The old mining town of Cerro Gordo looks down on SR 136 from its site in the Inyo Range, almost 9,000 feet high. Until 1883, the mine once yielded 17 million dollars in silver and lead bullion which places it as the greatest silver and lead producer in California history. Today, visitors can tour Cerro Gordo by advance reservation.

Present day SR 136 and SR 190 were both defined as "connecting Lone Pine to Death Valley" and added to the State Highway System in 1933 as Legislative Route Number (LRN) 127. The first construction of Route 127 began in 1937, by realigning the old one-way trail and replacing it with a two-lane, 24 ft oiled roadway.

In February of 1967, the California Highway Commission passed two resolutions of intention to adopt two (2) new freeway locations to divide former LRN 127: *"on Route 136 in Inyo County between Route 395 near Lone Pine and Route 190; and on Route 190 in Inyo County between Route 136 and Saline Valley Road."* Thus SR 136 was separated from its historical designation as the "Death Valley Highway".

The Lower Owens River Project (LORP)

In October 1991, Inyo County and LADWP approved the Inyo County/Los Angeles Long Term Water Agreement with the overall goal to manage water resources within Inyo County. The "Agreement" committed LADWP and the County to implement the Lower Owens River Project (LORP) as "compensatory mitigation for impacts related to groundwater pumping…" .

> *"The goal of the LORP is the establishment of a healthy, functioning Lower Owens River riverine-riparian ecosystem, and the establishment of healthy functioning ecosystems in the other elements of the LORP, for the benefit of biodiversity and threatened and endangered species, while providing for the continuation of sustainable uses including recreation, livestock grazing, agriculture, and other activities."*

Once the LORP is completed, there may be increased recreational access and information kiosks along SR 136.

Restoration of riparian habitat at the Owens Dry Lake

LAND USE ISSUES

Lands adjacent to SR 136 are managed by U.S. Bureau of Land Management (BLM), Inyo National Forest, City of Los Angeles DWP, Lone Pine Paiute-Shoshone Indian Rancheria, and some privately owned parcels. The Owens Dry Lake and additional lands are managed by the California State Lands Commission.

The Eastern Sierra Interagency Visitor Center (IAVC) is located at the junction of SR 136 and US 395. This is a popular stop for tourists visiting Mt. Whitney and Death Valley National Park. It is also a mandatory stop for anyone hiking Mt. Whitney, in order to obtain wilderness permits for day-use or overnight access.

SR 136 adjacent to the Owens Dry Lake

An Origination and Destination Travel Study conducted in 2000 for US 395 in Inyo and Mono counties indicated that 55% of the traffic was recreationally oriented, with 36% of all vehicles coming into the Eastern Sierra region from Southern California and 24% from Nevada.

COMMUNITY OUTREACH

Improvements to SR 136 will be planned using a collaborative interdisciplinary approach involving all stakeholders. This approach will attempt to integrate and balance multimodal, community character, aesthetic, historic, and environmental values with regard to transportation safety, maintenance, and performance goals.

The stakeholders in the Lone Pine Community Planning Area are interregional travelers, community members, and agencies. The community areas are: Lone Pine, Keeler, Cerro Gordo, Darwin, and the Lone Pine Paiute-Shoshone Indian Rancheria. The agencies are Bureau of Land Management (BLM), US Forest Service (USFS), Department of Fish and Game (DFG), Los Angeles Department of Water and Power (LADWP), Lahontan Regional Water Quality Control Board (LRWQCB), Great Basin Unified Air Pollution Control District (GBAPCD), Army Corps of Engineers (USACE), Inyo County Local Transportation Commission, and the Interagency Visitors Center (IAVC). Caltrans consults with these stakeholders regarding SR 136 improvements.

Figure 1: Public meeting in Inyo County

STATE ROUTE 136 FACILITY SUMMARY CHART

County	Segment	Post Miles	Present Facility	Concept Facility	Ultimate Facility	Present LOS	10-Yr LOS	20-Yr LOS	Route Concept LOS	See Page #
INYO	1	0.00 to 7.9	2C	2C	2C	A	A	A	C	9
INYO	2	7.9 to 17.73	2C	2C	2C	A	A	A	C	11

ACRONYMS USED IN CHART:

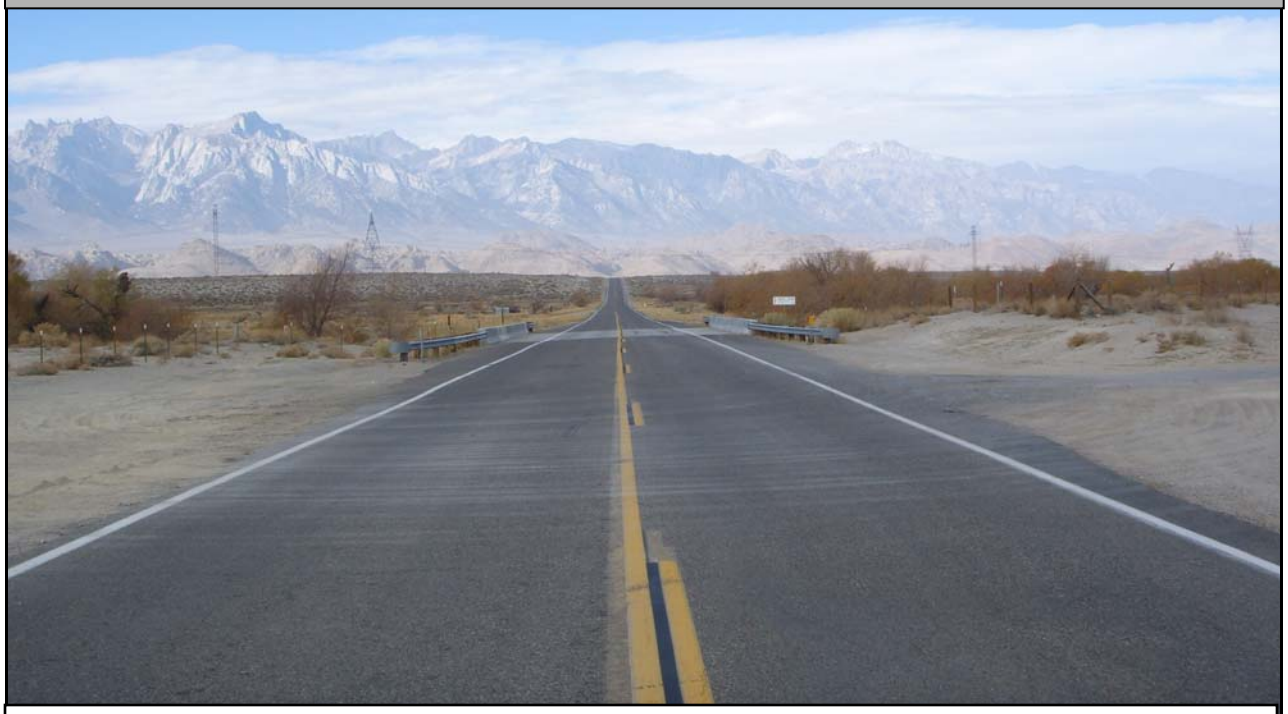
LOS Level of Service (A – F)

A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio, which is expressed by a series of letter grades from A (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

FACILITY TYPE ACRONYMS:

C Conventional Highway
A state highway, which has no access control and may or may not be divided. When justified, access control may be used at spot locations.

2C 2-Lane Conventional Highway

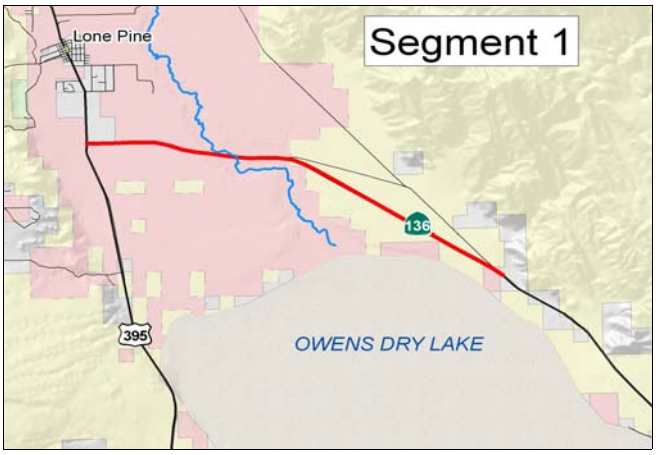


Heading West on SR 136 towards the junction of US 395, at the Owens River Bridge (INY PM 2.68)

SR 136 SEGMENT FACT SHEET

Segment	1	**Length mi:**	7.9
		Back PM	0.0
		Ahead PM	7.9
Present Facility	2-C		
Present LOS	A		
Concept Facility	2-C		
Concept LOS	C		
Ultimate Facility	2-C		

Segment Location



Segment Description

This segment begins at its US 395 junction, just south of the community of Lone Pine in Inyo County, and proceeds southeast along Owens Dry Lake to Dolomite Loop Road - East End. It is a 2-lane conventional highway that is classifed as a Minor Arterial providing access to the historic sites of Dolomite, Swansea, and the community of Keeler. The majority of the road is smooth and well maintained with posted speed limits of 65 mph. Light commercial traffic, mining operations traffic, and rural goods movement share SR 136 with recreational travelers and local residents. Along SR 136 dust control mitigation projects in the Owens Dry Lake area are being implemented by Los Angeles Department of Water and Power (LADWP). At PM 2.6 the Owens River Bridge (# 48-02) was replaced in 1986 to meet Caltrans standards. At the junction of US 395 (PM 0.27) there is an interpretive display in the right of way adjacent to the Eastern Sierra Interagency Visitor Center, whose access is on SR 136. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1-3, this segment is a Class-3.

Route Concept Improvement Recommendations

Traffic activity on the State highway varies seasonally and during peak periods due to its connectivity to/from US 395, Mt. Whitney, SR 190, and DVNP. When the facility is scheduled for rehabilitation, shoulder widening and rumble strips should be considered. At PM 0.27, the Eastern Sierra Interagency Visitor Center and information kiosk, consideration should be given to developing operational and safety improvements, e.g. limiting and managing vehicular conflicts, combining one access for both facilities with on-site circulation design, provisions for transit, pedestrian and bicycle circulation, and controlling the location of access to SR 136 with better driveway design. If the volumes of bicycles and/or bikeway continuity warrant a bike lane, consideration should be given to developing a signed route that would include pedestrian/bicycle delineation at the junction of US 395.

Programmed Projects

There are no programmed projects on SR 136 at this time.

Highway Network Affiliation

Functional Classification:	Minor Arterial		
National Hwy System	No	**Scenic Highway**	Non Scenic
California Freeway _ Expressway System	Yes	**National Truck Network**	Non NTN
STRAHNET	No	**Life Line**	No
Regionally Significant	Yes	**IRRS**	Non IRRS

Highway Information

	Feet
Average Median Width	0
Average Shoulder Width	2
Average Lane Width	12

SR 136 SEGMENT FACT SHEET

Air Quality Comments

SR 136 is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of the Owens Dry Lake bed and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by the Eastern Sierra Transit Authority (ESTA) with a deviated fixed route, local in-town dial-a ride services, and multiple town-to-town services. On a limited basis, dial-a-ride bus sevice is available from Lone Pine to Keeler. Interregional bus service is provided by CREST from Reno, Nevada to Ridgecrest, CA. A Union Pacific rail line that was abadoned in 1980 branches off at Searles and terminates in Lone Pine. The Lone Pine Airport is a General Aviation facility with 14 based aircraft located adjacent to US 395 at Inyo PM 56.6. Bicycle travel is allowed on SR 136. A segment identified in the Inyo County Master Bike Plan includes additional trails accessing public lands from the state highway.

Land Use

Surrounding SR 136, the BLM controls the 15,790-acre Owens Lake Management Area, with some grazing allotments. The Los Angeles Department of Water and Power (LADWP) also own lands adjacent to the highway. The California State Lands Commission owns the beds of the Owens Dry Lake and Owens River. A large-scale LADWP habitat restoration project (LORP) is under construction to re-establish a riparian ecosystem, while sustaining uses for recreation and seasonal livestock grazing. The public is allowed access to State and LADWP lands for recreation; including hunting, fishing, and bird watching.

Environmental Concerns

SR 136 runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Any future work done along SR 136, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The Western Snowy Plover is listed as Federally Threatened. Bats and swallows may be present under the Owen's River Bridge (PM 2.7), therefore environmental surveys and avoidance measures may be required prior to construction on or near the bridge. In-water or bank work may require consultation with Lahontan RWQCB, DFG, USACE, and LADWP.

Right of Way Comments

Right-of-way is held from 100 ft to 400 ft. widths in a combination of fee title over private lands and easement over BLM lands.

Traffic Analysis Comments

SR 136 could be impacted by blowing dust and flooding. The goal to enhance public safety and security is stated in the California Transportation Plan 2025 by incorporating roadside warning systems where road surface conditions are less than ideal. When the roadway is scheduled for rehabiltation: widen shoulders where possible, improve clear zones, and consider additional curve warning and speed advisory signs.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2007 AADT	600	2007 DHV	80	2007	A
2017 AADT	806	2017 DHV	107	2017	A
2027 AADT	1084	2027 DHV	144	2027	A

Calculation Factors

Fatality + Injury Actual Accident Rate	0.39	% Traffic Growth (0-10 yrs)	3%	Percent Trucks	2.5
Fatality + Injury Statewide Avg Rate	0.72	% Traffic Growth (10-20 yrs)	3%		
Total Actual Accident Rate	0.96	Directional Split	50/50		
Total Statewide Avg Rate	1.48	Terrain	Level		

SR 136 SEGMENT FACT SHEET

Segment	2	**Length mi:**	9.8
		Back PM	7.9
		Ahead PM	17.73
Present Facility	2-C		
Present LOS	A		
Concept Facility	2-C		
Concept LOS	C		
Ultimate Facility	2-C		

Segment Location

Segment Description

This segment begins at its eastern junction of Dolomite Loop Road and proceeds southeast along the Owens Dry Lake to its terminus at SR 190. It is a 2-lane conventional highway that is classified as a Minor Arterial with posted speed limits of 65 mph. The highway is generally flat, but has rolling terrain (dips) from PM 14.3 to the end of the route. Traffic activity varies seasonally and during peak holiday periods, with consistent local circulation from the historic sites of Dolomite, Swansea, and the community of Keeler. Light commercial traffic, mining operations traffic, and rural goods movement share SR 136 with recreational travelers and local residents. Along SR 136 dust control mitigation projects in the Owens Dry Lake area are being implemented by Los Angeles Department of Water and Power (LADWP). For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1-3, this segment is a Class-3.

Route Concept Improvement Recommendations

Traffic activity on the State highway varies during peak periods due to its connectivity to/from US 395 and SR 190. When the facility is scheduled for rehabilitation, shoulder widening and rumble strips should be considered. Consideration should be given to operational improvements at the junction of SR 190.

Programmed Projects

There are no programmed projects on SR 136 at this time.

Highway Network Affiliation

Functional Classification:	Minor Arterial		
National Hwy System	No	**Scenic Highway**	Non Scenic
California Freeway _ Expressway System	Yes	**National Truck Network**	Non NTN
STRAHNET	No	**Life Line**	No
Regionally Significant	Yes	**IRRS**	Non IRRS

Highway Information

	Feet
Average Median Width	0
Average Shoulder Width	2
Average Lane Width	12

SR 136 SEGMENT FACT SHEET

Air Quality Comments

This route is located in the Great Basin Unified Air Pollution Control District. For the State of California and National Ambient Air Quality Standards (NAAQS), this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10), a result of the Owens Dry Lake bed and disturbed acreage. All other parameters are either within attainment, or are unclassified.

Transit Service/ Modal Options

Public transit services are provided by the Eastern Sierra Transit Authority (ESTA) with a deviated fixed route, local in-town dial-a ride services, and multiple town-to-town services. On a limited basis, dial-a-ride bus sevice is available from Lone Pine to Keeler. Interregional bus service is provided by CREST from Reno, Nevada to Ridgecrest, CA. Bicycle travel is allowed on SR 136.

Land Use

On SR 136, the BLM controls the 15,790-acre Owens Lake Management Area that surrounds most of the Owens Dry Lake. The Los Angeles Department of Water and Power (LADWP) owns lands adjacent to the highway, except for the historic sites of Dolomite, Swansea, and the low-density residential town of Keeler. A large-scale LADWP habitat restoration project (LORP) is under construction to re-establish a riparian ecosystem, while sustaining uses for recreation and seasonal livestock grazing. The California State Lands Commission owns the beds of the Owens Dry Lake and Owens River.

Environmental Concerns

SR 136 runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Any future work done along SR 136, that goes beyond the current edge of pavement, or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following animals is listed as either "Special concern," Threatened, or Endangered Species: Western Snowy Plover (Federally Threatened).

Right of Way Comments

Right-of-way is held from 100 ft to 400 ft. widths in a combination of fee title over private lands and easement over BLM lands.

Traffic Analysis Comments

In this segment, SR 136 could be impacted by blowing dust and seasonal flooding. The goal to enhance public safety and security is stated in the California Transportation Plan 2025 by incorporating roadside warning systems where road surface conditions are less than ideal. When the roadway is scheduled for rehabiltation, widen shoulders where possible, improve clear zones, and install curve warning and additional speed advisory signs.

Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
2007 AADT	515	2007 DHV	80	2007	A
2017 AADT	692	2017 DHV	107	2017	A
2027 AADT	930	2027 DHV	144	2027	A

Calculation Factors

Fatality + Injury Actual Accident Rate	0.19	% Traffic Growth (0-10 yrs)	3%	Percent Trucks	2.5
Fatality + Injury Statewide Avg Rate	0.78	% Traffic Growth (10-20 yrs)	3%		
Total Actual Accident Rate	0.74	Directional Split	50/50		
Total Statewide Avg Rate	1.60	Terrain	Rolling		

GLOSSARY

Concept Facility	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning and engineering factors.
Concept LOS	Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.
Design Hour Volume	30th Highest Hour Traffic Volume in a selected year for a given segment.
Directional Split	The percentage of traffic in the peak direction during the peak hour.
Functional Classification	Guided by Federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided (i.e. Principal Arterial, Minor Arterial Roads, Collector Roads and Local Roads).
Interregional Road System	Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban and rural regions.
Level of Service (LOS)	A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst).
National Highway System	Federal-designated system of major highways in each state, including all numbered interstate highways.
Present Facility	Highway type and general characteristics at the time of this study.
Present LOS	Existing Level of Service.
Programmed Projects	Capacity-enhancing, safety and/or operational improvement projects programmed through STIP or SHOPP.
Realign/Realignment	A significant change in the location of the roadbed from its existing location.
Route Designations	Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS); Interregional Highway System (IRRS); California Freeway/Expressway (F & E), Scenic Highway; National Truck Network (NTN); Strategic Highway Network (STRAHNET); and, Highways of Regional Significance.

ACRONYMS

AADT Average Annual Daily Traffic

ACE Army Corps of Engineers

BLM Bureau of Land Management

Caltrans California Department of Transportation

CNDDB California Natural Diversity Database

DFG CA. Dept. of Fish and Game

DHV Design Hour Volume

DVNP Death Valley National Park

ESTA Eastern Sierra Transit Authority

F & E Freeway and Expressway System

GBAPCD Great Basin Air Pollution Control District

HCM Highway Capacity Manual

IAVC Eastern Sierra Interagency Visitors Center

IRRS Interregional Road System

KPRA King-Pin-to-Rear Axle

LADWP Los Angeles Department of Water and Power

LORP Lower Owens River Restoration Project

LOS Level of Service

LRN Legislative Route Number

LRWQCB Lahontan Regional Water Quality Control Board

MSL Maintenance Service Level

MUTCD Manual on Uniform Traffic Control Devices

NAAQS National Ambient Air Quality Standards

NB North Bound

NHS National Highway System

NPS National Park Service

NTN National Truck Network

PM Post Mile

RV Recreational Vehicle

SHOPP State Highway Operation and Protection Program

SR State Route

STIP State Transportation Improvement Program

STRAHNET Strategic Highway Network

TASAS Traffic Accident Surveillance Analysis System

TCR Transportation Concept Report

TSN Transportation System Network

TWLTL Two-way Left-turn Lane

USACE Army Corps of Engineers

USFS US Forest Service

UTC Ultimate Transportation Corridor

V/C Volume to Capacity Ratio

SR 136 RESOURCES AND INFORMATION

Caltrans District 9 Route Development Plan Route 136, June 1985

California Department of Transportation Traffic Manual/MUTCD California, 2003 edition

California Department of Transportation Highway Design Manual, 6th Edition

Conversion Listing of Old County Route and Section Showing 1963 Base Post Mile

District 9 Post Mile Log, 2004

Inyo County Regional Transportation Plan, 2001

Inyo County General Plan – Land Use Element; Circulation Element, 2001

Lower Owens River Project Final EIR/EIS, June 2004

2008 Owens Valley PM-10 Planning Area Demonstration of Attainment State Implementation Plan - Initial Study, February 2007 – Sapphos Environmental, Inc.

Resolution No. 67-17 Adoption by Board of Supervisors, Inyo County, CA March 1967

Transportation Systems Network Reports: 1995 – 2005
Caltrans Traffic Accident Surveillance and Analysis System (TSAS), TSAS Accident Data, Inventory of State Highways, Table B Accident Data, Traffic Volumes, 2002-03 Count Year/200th Highest Hour, Truck Volumes-2006

Traffic Volumes on the California State Highway System, 2004
State of California Business, Transportation and Housing Agency, Department of Transportation, Division of Traffic Operations, Sacramento, CA 94274

ENVIRONMENTAL SOURCES OF INFORMATION:

Air Quality District
Great Basin Unified Air Pollution Control District
157 Short Street
Bishop, CA 93514-3537
(760) 872-8211

Lahontan Regional Water Quality Control Board
2501 Lake Tahoe Blvd.
So. Lake Tahoe, CA 96150
(530) 542-5400
Fax (530) 544-2271

California Natural Diversity Database (CNDDB), 2008
On SR 136, an initial assessment of known biological resources in a 2000-foot wide corridor is listed under Environmental Concerns. This information does not represent all possible environmental constraints that may exist, such as cultural resources (historic and pre-historic), floodplain encroachment, hazardous materials, noise, and visual impacts. Any project that is being considered for programming would require environmental clearance in compliance with all Federal, State, and Local environmental laws and regulations.

California Climate Change Law: AB 32 and SB 375
Caltrans is working through the project development process to help local agencies understand, prepare, and comply with the new California climate change laws, AB 32 and SB 375, by incorporating planning, environmental, construction, and maintenance strategies that may reduce greenhouse gas emissions, which are based upon sound and current science.